

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4330. 號八十月五年七十七百八千一英

HONGKONG, FRIDAY, MAY 18, 1877.

日六初月四年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON—F. ALBAN, 8, Cleaver's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GORCH, Ludgate Circus, E. C. BATES, HENDY & Co., 2, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

NEW YORK—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

CHINA—SWATOW, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HENDER & Co., Shanghai, LAKE, CHAFFORD & Co., and KELLY & WALSH, Manila, C. HENDERSON & Co., Macao, L. A. DA SILVA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.
Chairman—H. HOPKINS, Esq.
Deputy Chairman—F. D. BARROTT, Esq.
R. B. BELLION, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. Ed. TOBIN, Esq.
BOU, W. KIEWITZ, Esq. A. MUIVER, Esq.

CHIEF MANAGER.
HONGKONG, THOMAS JACKSON, Esq. Manager.
Shanghai, E. W. CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 3 per cent. " "
" 12 " 4 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation, No. 1, Queen's Road East. Hongkong, March 29, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs MELCHERS & Co. to sell by Public Auction, on

SATURDAY,

the 19th of May, at 11 o'clock a.m., on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EIBERT SEIMUND, lately carrying on Business in this Colony, as Shipchangers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & Co.,—All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & Co.

Also, THE GOODWILL of the said Business.

Terms.—Cash on delivery.
LAMBERT, ATKINSON & Co., Auctioneers.
Hongkong, May 17, 1877. my19

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,

the 30th day of May, 1877, at Noon, on Board,—The Hulk "CHASE" lately used as the Gunpowder Depot, as she now lies in this Harbour, off STONE CUTTERS' ISLAND, with ONE ANCHOR and CHAIN.
Terms of SALE.—Cash on the fall of the hammer; and the Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.
Hongkong, May 17, 1877. my30

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.
No. 1, Alexandra Terrace.
Hongkong, April 4, 1877.

Notices of Firms.

NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. BLWELL will Act as our AGENT at that Port.

RUSSELL & Co.
Hongkong, May 1, 1877. j62

NOTICE.

MR. WILHELM CARL ENGEL-BRECHT von PUSTAU, Junior, and Mr CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. j716

NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.
Hongkong, April 20, 1877. my20

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. R. CAIRNS,
Surveyor to Local Offices, and Lloyds Register of Shipping.
2, Club Chambers,
Hongkong, March 17, 1877. sel18

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRICKSHANK, Manager.
Hongkong, November 21, 1876.

For Sale.

FOR SALE,
THE IRON STEAMER
"ALBA"

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBIE & Co., under special survey of LLOYDS, and Her MACHINERY AND BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

MEASUREMENTS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 1/2 inches.

GROSS TONNAGE.—550 Tons.
CLASS.—Built to Class 100 A at Lloyds.
RIG.—Brig Rigger.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).
DRAFT.—Light 9 feet; Loaded 12 1/2 feet.

SPEED.—Eight knots on consumption of 24 to 3 tons of coal per 24 hours.
BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 80 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MOBBIS & RAY.
Hongkong, March 28, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.
The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manila.
Particulars may be obtained on application to

MORRIS & RAY.
Hongkong, March 28, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen.
Price: Two Dollars and a Half.
To be had from Messrs LAKE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

For Sale.

LANDED EX S. S. "SCINDIA," &c.

Mixed PICKLES. White ONIONS. PICCALILLI. CHOW CHOW. Assorted SAUCES. Potted MEATS. Anchovy PASTE. Yarmouth BLOATERS. Tinned VEGETABLES.

Wiltshire Preserved BACON. PATE DE FOI GRAS. CHAMPIGNONS. Worcester SAUCE. Kipperd HERRINGS. Fimdon HADDOCKS. HERRINGS & LA SARDINES. Oxford SAUSAGES. Mince MEAT.

OX TONGUES in Jelly. Corned OX TONGUES. Smoked OX TONGUES. Bologna SAUSAGES. JAMS and JELLIES. Tart FRUITS. Assorted SOUPS. Sausage MEAT. Jagged HARE.

WINE. Saccato's Pale Dry SHERRY. Do. Invalids' PORT. Hunt's PORT. Krug's CHAMPAGNE. Heidsieck's Do. Pommery & Greno's Do. Sparkling & Still HOCK. Do. MOSELE.

SPIRITS. Hennessy's BRANDY. Courvoisier's Do. La Grande Marque Do. Remy Quillet & Co. Do. S. Boudry's "Old Tom." Old GIN. Old Irish WHISKY. "Royal Glendoe" Do.

BEER. Bass' PALE ALE, qts. Do. Do. Guinness' STOUT, qts. Do. Do. "Allsopp" kids. Draught PORTER. Aikens' Falkirk ALE. Combe & Co.'s STOUT.

CLARETS, in Great Variety, Bulk, and Bottled.

MacEWEN, FRICKEL & Co.

Hongkong, May 14, 1877. my28

NEW BOOKS.

JUST OPENED AND FOR SALE.

NOVELS by Popular Authors. WORKS of Reference. EDUCATIONAL WORKS. SCHOOL BOOKS. Presentation BOOKS richly illustrated. SCHOOL PRIZE BOOKS. Children's TOY BOOKS, &c., &c.
LAMBERT, ATKINSON & Co.
Hongkong, May 10, 1877. my24

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry." TH. ROBERT & Co.'s CHAMPAGNE, Carte Blanche. JOHN DURAND & Co.'s CLARETS and WHITE WINES. STAMPT & KENTISH'S PORTS and SHERRIES. MOULLEAU & Co.'s COGNAC, 1, 2, 3 Stars. BLANCY FRERES & Co.'s COGNAC. JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. j79

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS. Apply to SIEMSEN & Co.
Hongkong, June 22, 1876.

APOLLINARIS

NATURAL MINERAL WATER.

APOLLINARIS WATER.—"It is, in our opinion, superior for table purposes to any other mineral water with which we are acquainted. It is strongly effervescent, and forms an exceedingly pleasant and refreshing beverage, either alone or in combination with wine; and it is not, as we are informed by an eminent chemist who has been frequently brought against soda and other waters—that they have a depressing effect upon the system. On the contrary, medical testimony is unanimous in favour of the high therapeutic qualities of Apollinaris Water."—Civil Service Review.

APOLLINARIS WATER IS CERTAINLY THE QUEEN OF TABLE WATER. It is softer and more refreshing than its only rival, Seltzer Water (Nassau Seltzer Brunnens), and is more pleasant to the palate. Over all manufactured Aerated Waters it has an incomparable superiority.

"APOLLINARIS WATER is, moreover, a water of great organic purity, another highly important desideratum, in which artificial Aerated Waters often dangerously fail. Its place seems, therefore, marked as the favored beverage of the favored classes who can select their drinking water. Physicians will find it a valuable addition to their resources as a cool and refreshing drink, antacid, and useful in promoting digestion and gastric irritation. Such a water in the sworn enemy of gout, rheumatism, and their congeners."—London Medical Record.

APOLLINARIS WATER.—Dr. HERMANN WEBER, F.R.C.P., writes:—"Having largely used it during the last seven years, I have found it of great value as an article of diet in gouty dispositions, in lithic acid diathesis, in tendency to gall stones, in some forms of catarrh of the bladder, and in chronic catarrh of the respiratory organs; in the latter, either heated by itself or mixed with hot milk or whey. To many persons the Apollinaris forms an agreeable and useful addition to bitter waters, and a good vehicle for some medicines."—Brit. Med. Jour.

PRICES.

CASE of 80 QUARTS (STONE BOTTLES) £10
" 50 PINTS " 8 8
" 8 DOZ. SODA WATER BOTTLES 8 15
N.B.—Stone Quart=3 Soda Water Bottles.
" Pint=1 1/2
2 Allowed for the Soda Water Bottles, if Returned.

GEO. SMITH & Co., Agents for China and Japan.
NORTON & Co., Agents in Hongkong.
May 9, 1877.

HONGKONG ICE COMPANY.

ON and after TO-MORROW, 17th May, till further notice, the PRICE of our ICE will be ONE (1) CENT per lb.

KYLE & BAIN, Proprietors.
Hongkong, May 16, 1877. my23

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.
Hongkong, May 1, 1877. sel

COMMENCING with the "GWALLIOR" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez Canal, calling at Southampton to land Passengers and Mails.

ADAM LIND, Superintendent.
Hongkong, May 14, 1877. j63

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, OLD BROAD STREET, LONDON.

By Order of the Proprietors, WILLIAM HUNT, Secretary.
137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE Co., 20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING. RESERVE FUND, £340,000

WITH Reference to the foregoing Advertisement—THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr A. MUIVER as its AGENT in HONGKONG.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. MUIVER, Agent of the Marine Insurance Co. o London.
Hongkong, February 16, 1877. au17

ATONG.

PHOTOGRAPHER, by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA, Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Rattray's a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes, Illuminated Albums for Portraits, Tobacco Pouches, in Shape of Skulls, Hats, &c., and a nice choice of Gift Mountings for Frames, &c.
Hongkong, March 28, 1877.

Intimations.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the Fire. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH, Manager.
April 23, 1877. my23

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch OUM SING (plying between Peddar's Wharf and Tsing-ni-chai), by Mr Buxoo, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account; having no connection whatsoever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co., Praya Central.
Hongkong, April 30, 1877. my30

Shipping.

Steamers.

FOR FOOCOW (DIRECT.) The Steamship "PENGUIN" W. C. COWELL, Commander, will leave for the above Port on SATURDAY, the 19th Inst., at 10 a.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, May 16, 1877. my19

FOR SWATOW, AMOY & FOOCOW. The British Steamer "KILLARNEY" Capt. H. O'NEILL, will be despatched for the above Ports on SATURDAY, the 19th Inst., at 3 p.m.

For Freight or Passage, apply to AH YON. Hongkong, May 15, 1877. my19

FOR SWATOW, AMOY & FOOCOW. The Steamship "DOUGLAS" Captain PITMAN, will be despatched for the above Ports on MONDAY, the 21st Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co. Hongkong, May 16, 1877. my21

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE. (Calling off the usual Coast Ports to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE" will be despatched as above on TUESDAY, the 22nd Instant, at Noon.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, May 14, 1877. my22

FOR SHANGHAI. The British Steamer "SCINDIA" Capt. LANGLEY, shortly expected from Singapore, will load here and have quick despatch.

For Freight or Passage, apply to MEYER & Co. Hongkong, May 10, 1877.

FOR LONDON. The A 1 British Ship "LALLA ROOKE" HENDER, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, April 28, 1877.

FOR LONDON. The A 1 British Clipper Ship "LEUCADIA" MEARNS, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, April 20, 1877.

FOR LONDON. The A 1 Clipper Ship "NYASSA" GARRHOCK, Master, will have quick despatch as above.

For Freight, apply to WM. PUSTAU & Co., Agents.
Hongkong, April 11, 1877.

Shipping.

Sailing Vessels.

FOR NEW YORK. The A 1 American Ship "THOMAS LORD" HALL, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 26, 1877.

FOR NEW YORK. The A 1 American Ship "NEW ERA" SAYER, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 27, 1877.

FOR NEW YORK. The A 1 American Bark "ALBERT RUSSELL" Captain CAYNE, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 20, 1877.

FOR SAN FRANCISCO. The A 1 American Bark "ROSETTA" McNEIL, BROWN, Master, will load here and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 14, 1877.

FOR MELBOURNE & SYDNEY. The A 1 British Bark "NOVELTY" Captain COLLIVER, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight or Passage, apply to ROZARIO & Co. Hongkong, May 10, 1877.

FOR SYDNEY & MELBOURNE. The A 1 American Bark "HELENA" Captain SNOW, having most of her Cargo engaged, will have quick despatch as above.

For Freight, apply to RUSSELL & Co. Hongkong, May 10, 1877. j610

Notices to Consignees.

STEAMSHIP SCINDIA, FROM LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified, that the Cargo will be landed and stored at their risk into the Godowns of the Undersigned (the Hongkong Wharf and Godown, Wharves, and from the Wharf or Boats delivery may be obtained. Goods remaining in store after the 21st Instant will be subject to rent.

Optional Cargo will be sent on, unless notice to the contrary be received before 2 p.m. To-day.

No Fire Insurance has been effected. Bills of Lading will be countersigned by MEYER & Co., Agent.
Hongkong, May 14, 1877. my23

NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRICKS, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co. Hongkong, May 10, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. A. A. NOTICE.

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

ROSENA, American 3-m. schooner, Capt. C. W. Hansen. - Arnold, Karberg & Co.
ROSETTA McNEIL, American barque, Captain Brown. - Vogel, Hagedorn & Co.
NAVASSA, British ship, Captain W. S. Garriock. - Douglas LaPraik & Co.
TULLOCHGORM, British 3-m. schooner, Captain Mason. - Wieler & Co.
HANNAH LAW, British ship, Captain R. Greig. - P. & O. S. N. Co.
VESTA, German barque, Captain R. Dirks. - Melchers & Co.
HANNAH & MARY, British barque, Capt. A. Smith. - Ordor.
TUESDAY L. SWEAT, American barque, Captain Wm. Griffin. - Meyer & Co.

NOW READY.

THE SHUI, or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. Eitel. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR BELIEFS, in three Lectures. By Dr. E. J. Eitel. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.
Hongkong, July 31, 1873.

To-day's Advertisements.

FOR AMOY.
The Steamship "EMERALDA" will be despatched as above on MONDAY, the 21st instant, at 10 a.m.
For Freight or Passage, apply to A. MACG. HEATON, Agent.
Hongkong, May 18, 1877. my21

FOR YOKOHAMA.
The British Steamer "TEVIOT" will be despatched as above on TUESDAY Next, the 22nd instant, at 5 p.m.
For Freight or Passage, apply to MELOHRS & Co., Agents.
Hongkong, May 18, 1877. my22

FOR BANGKOK.
The Steamship "ADRIA" will be despatched for the above Port on the 22nd inst.
For Freight and Passage, apply to AH YON, No. 57, Praya Central.
Hongkong, May 18, 1877. my22

FOR SAN FRANCISCO.
The 4 British Ship "MAJURA," STANTON, Master, will load here and will have immediate despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, May 18, 1877.

NOTICE TO CONSIGNEES.

STEAMER TEVIOT, FROM LONDON, PENANG AND SINGAPORE.
THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr. A. MACG. HEATON, whose delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, unless notice to the contrary be given before 12 o'clock To-morrow, the 19th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 26th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by MELOHRS & Co., Agents.
Hongkong, May 18, 1877. my22

SHIPPING.

ARRIVALS.

May 17, Novelt, British barque, from Whampoa.
May 18, Oceanic, British steamer, 3707, Henry Parsell, San Francisco April 21, and Yokohama May 12, Mails and General. - O. & O. S. N. Co.
May 18, Teviot, British steamer, 1282, Nibet, London March 25, via ports of call, and Singapore May 12, General. - MELOHRS & Co.
May 18, Douglas, British steamer, 864, Geo. D. Pitman, Foochow May 15, Amoy 16, and Swatow 17, General. - DOUGLAS LA PRAIK & Co.
May 18, U. S. S. Achelut, from Canton.

DEPARTURES.

May 18, Scindia, for Shanghai.
18, Duna, for Amoy.
CLEARED.
Charlotte Andrews, for Quinhao; Penedo, for Hoihow.
Emma, for Cape St. James.
Glenlogie, for Hoihow.
Penedo, for Amoy.
Penedo, for Amoy.
Penedo, for Amoy.
Penedo, for Amoy.
Penedo, for Amoy.

PASSENGERS.

Arrived.
Per Oceanic, from San Francisco, Mr. and Mrs. O. S. Powell, and 149 Chinese Steagers.
Per Teviot, from Singapore, &c., Capt. Cotner, and Sundry Chinese.
Per Douglas, from Coast Ports, Mrs. Mitchell, 3 children and European maid servant, Mrs. Giles, Mr. de Silva, and 71 Chinese.

PASSENGERS.

DEPARTED.

Per Scindia, for Shanghai, 1 European.
Per Duna, for Amoy, 7 Chinese.
TO DEPART.
Per Zambesi, for Southampton, Mr. and Mrs. Padden, Messrs. Good, Hemman, and Jones, for Suz. Lieut. Kelly. - From Yokohama, for Southampton, Mr. C. Cooke.
Per Penedo, for Hoihow, 100 Chinese.
Per Charlotte Andrews, for Quinhao, 5 Chinese.
Per Gustav & Adolph, for Tientsin, 1 Chinese.

SHIPPING REPORTS.

The British steamer Oceanic reports: From San Francisco to 180 W. had moderate variable winds with smooth sea, 180 W. to Yokohama fresh, westerly and S.W. winds with head sea. Left San Francisco on April 21st, at noon. Arrived Yokohama on May 10th, passage to Yokohama 18 days and 8 hours. Left Yokohama on the 11th, from there to port fine weather.
The British steamer Douglas reports: Foochow to Amoy had fresh N.E. winds and cloudy, Amoy to Swatow light variable winds and foggy, Swatow to port moderate N.N.W. winds and cloudy. In Foochow: - Stra. Glenearn, Europe, Han Kwang, Ping On, and Olympia. In Amoy: - H. M. S. Hornet, and Stra. Viking, Fernow, Carisbrook, Glaucus, and Salvador. S. S. Nansoo left at 4 p.m. for Foochow. In Swatow: - Stra. Yesso, Chefoo, Norma, and Yangtze. Passed S. S. Hailong on night of 16th bound into Amoy.

POST OFFICE NOTIFICATIONS.

MAILS will close:-
For PENGUIN, at 11.50 a.m. To-morrow, the 19th inst., instead of as previously notified.

For SAIGON. -
For PENAMBUCO, at 1 p.m. To-morrow, the 19th inst.
For SWATOW, AMOY & FOOCHOW. -
For KILLARNEY, at 2.30 p.m., on Saturday, the 19th inst.
For HALPHONG. -
Per Schooner LOUISA, at 3.30 p.m. To-morrow, the 19th inst.

For SWATOW, AMOY & SHANGHAI. -
Per Hwai Yuen, at 5 p.m. To-morrow, the 19th inst., instead of as previously notified.
For YOKOHAMA. -
Per TEVIOT, at 4.30 p.m., on Tuesday, the 22nd inst.

For MANILA. -
Per H. O. M. S. S. MARQUES DEL DURO, is postponed till further notice.
For AMOY. -
Per ALBA, is postponed till further notice.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet ZAMBERI will be despatched with the Mails for Europe, &c., on SATURDAY, the 19th instant.

The following will be the hours of closing the Mails, &c.:-

Friday, 18th instant. -
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 19th instant. -
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with to LATE FAX of 18 cents extra postage till
11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only addressed to the United Kingdom Via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 a.m., when the Mail is finally closed.

Hongkong, May 11, 1877. my19

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet BRISBANE, will be despatched from Hongkong on TUESDAY, the 22nd inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m.
Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, May 14, 1877. my22

MAILS BY THE FRENCH PACKET.

The French Contract Packet MEIKONG, will be despatched from Hongkong on SATURDAY, the 26th inst., with Mails to and through the United Kingdom and Europe, via Mauritius, to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:-

Friday, May 25th. -
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, May 26th. -
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.
11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 a.m., when the Post Office Closes entirely.

Hongkong, May 15, 1877. my25

POST OFFICE NOTIFICATIONS.

MAILS will close:-

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet OCEANO will be despatched on MONDAY, the 28th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:-

2 p.m., Registry of Letters ceases.
2.30 p.m., Post-Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra postage until

4.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.
Hongkong, May 15, 1877. my28

Shipping Intelligence.

THE following is corrected from the latest London Papers:-

DEPARTURES.

Nov. 28, Western Chief, from London to Hongkong.
Dec. 4, Beneluthia, from Cardiff to Hongkong.
Dec. 17, A. E. Vidal, from Hamburg to Hongkong.

Dec. 20, Chinaman, from London to Hongkong.
Dec. 22, Sophie, from New York to Hongkong.

Dec. 23, Imo, from Greenock to Swatow.
Dec. 23, John Nicholson, from New York to Shanghai.
Dec. 27, Undine, from London to Shanghai.

Dec. 29, Canaan, from Cardiff to Hongkong.
Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 11, Windhover, from London to Hongkong.
Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 12, Hope, from London to Hongkong.
Jan. 16, Gryfe, from Cardiff to Hongkong.
Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.
Feb. 1, Robert Henderson, from Buryport to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hongkong.
Feb. 6, Carrizal, from Cardiff to Hongkong.

Feb. 8, Daphne, from London to Hongkong.
Feb. 12, Leading Wind, from Antwerp to Hongkong.

Feb. 17, Therese Behn, from Cardiff to Hongkong.
Feb. 18, Matchless, from Cardiff to Hongkong.

Feb. 19, Cactus O., from Cardiff to Hongkong.
Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.

Feb. 19, Malpura, from Cardiff to Hongkong.
Feb. 20, Fenriz, from London to Hongkong.

Feb. 22, Knid, from London to Hongkong.
Feb. 22, Osaka, from London to Hongkong.

Feb. 22, Belled Will, from London to Shanghai.
Feb. 27, Gold Hunter, from Cardiff to Hongkong.

Feb. 28, City of Aberdeen, from London to Shanghai.
Feb. 28, D. McB. Park, from Sunderland to Singapore and Hongkong.

Feb. 28, Janet Ferguson, from Glasgow to Singapore and Hongkong.
March 1, Isles of the South, from Cardiff to Hongkong.

March 1, Brown Brothers, from Cardiff to Hongkong.
March 1, Khedive, from Antwerp to Hongkong.

March 2, Paracca, from Cardiff to Hongkong.
March 8, A. S. Davis, from Cardiff to Hongkong.

March 3, Callor Ou, from Cardiff to Shanghai.
March 4, Nimbus, from Cardiff to Hongkong.

March 8, Jala, from Cardiff to Hongkong.
March 9, Lord Macaulay, from Cardiff to Hongkong.

March 7, Alceia, from Cardiff to Chefoo.
March 10, Sir Lancelot, from London to Shanghai.

March 13, Golden Spur, from Cardiff to Hongkong.
March 16, Antwerp, from London to Hongkong.

March 16, Coldstream, from New York to Shanghai.
March 16, Bessie Morris, from Swansea to Amoy.

March 19, Victoria, from Swansea to Hongkong.
March 19, C. W. Cochrane, from Liverpool to Hongkong.

March 20, Springfield, from Cardiff to Hongkong.
March 20, Warrior, from Cardiff to Hongkong.

March 20, George, from Cardiff to Hongkong.
March 22, Birling (str.), from Cardiff to Hongkong.

March 24, Wigton, from London to Shanghai.
March 26, May Queen, from Cardiff to Hongkong.

March 27, Scindia, from London to Hongkong.
March 27, Fortuna, from Antwerp to China.

March 28, Isle of Erin, from Greenock to Shanghai.
March 29, Commissary, from London to Hongkong.

March 29, Cygnus, from Cardiff to Canton.
March 30, Elgin (str.), from London to China and Japan.

March 30, Volga (str.), from London to China and Japan.
April 8, Rota, from Cardiff to Hongkong.

April 4, Sydenham, from Cardiff to Hongkong.
April 8, Priam (str.), from Liverpool to Shanghai.

April 8, Corea, from London to Hongkong.
LOADING FOR CHINA AND JAPAN PORTS.

At London. - Steamers (via Suez Canal).
Glenorchy.
Albion.
Glenloch.

Duke of Abercorn.
Kaisow.
James Shepherd.
Kaisow.

At Amoy.
Henry S. Seely.

CARGOS.
Per Zambesi, for London, 30 bales Raw Silk, 6 boxes Silk Piece Goods, 18 bales Pongee Silk, 10,481 boxes and 600 half-chests Tea, 10,676 bags Sugar, and 931 pkgs. Sundries. For Continent, 8 bales Raw Silk, 4 bales Wild Silk, and 1 bale Pongee Silk. For New York, 687 half-chests, 149 boxes, and 562 pkgs. Tea.
Per S. S. Achilles, Hongkong to London, sailed 16th May, 1877. - 138,427 lbs. Canton Congou, 46,028 lbs. Canton Sc. Or. Pekoe, 165,698 lbs. Canton Scanted Caper. - Total 350,149 lbs. 88 pkgs. Silk Piece Goods, and 201 pkgs. Sundries.

General Memoranda.

MONDAY, May 21. -
10 a.m. - Emerald leaves for Amoy.
Noon. - Douglas leaves for Coast Ports.
Goods per Scindia undelivered after this date subject to rent.

TUESDAY, May 22. -
Noon. - Brisbane leaves for Singapore, Brisbane, Sydney and Melbourne.
5 p.m. - Teviot leaves for Yokohama.
9 p.m. - Meeting of Victoria Lodge.
Adria leaves for Bangkok.

FRIDAY, May 25. -
Noon. - General Weekly Sale by Messrs Lane, Crawford & Co.

SATURDAY, May 26. -
Goods per Teviot undelivered after this date subject to rent.

MONDAY, May 28. -
3 p.m. - Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

WEDNESDAY, May 30. -
Noon. - Sale of Hulk Chass, &c., on board, off Stone Cutters' Island.

MEMOS. FOR TO-MORROW.

Shipping.
10 a.m. - Penguin leaves for Foochow (direct.)

Notice of optional cargo per Teviot to be given before Noon.

Noon. - English Mail leaves for Ports of Call and Europe.

3 p.m. - Killarney leaves for Coast Ports.

Auction.

11 a.m. - Sale of Stock-in-trade of the firm of Broadbear, Anthony & Co.

THE HONGKONG DISPENSARY.

Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.55 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, MAY 18, 1877.

If the telegrams published in another column represent facts, and there can be but little doubt that they do, then the Russian army may be considered to have virtually effected the passage of the Danube. It is quite certain that if a Russian division has crossed the river and obtained a lodgement on the opposite bank, that no great difficulties can be placed in the way of its being followed by the main army. A clearer idea of the present position of affairs may be perhaps arrived at by a brief glance at a few of the latest telegrams received.

On the 11th instant, a telegram was despatched from London stating that information had been received from Turkish sources, that the Russians attempted to cross the Danube at Reni, but were defeated with great loss in killed, wounded and prisoners. Two days afterwards (13th) another telegram was sent stating that up to that moment the news of this battle was entirely unconfirmed, and the telegram in another column, dated the 16th, asserts that a Russian division has crossed the Danube and entered the Dobruddschia. Reni is a port exactly opposite the Dobruddschia. And if the Russians were defeated at the former place with great loss in killed, wounded and prisoners, as telegraphed on the 11th, they must have exhibited considerable determination and rallying power to have enabled Reni to flash the news on the 16th that they had got one of their divisions across the Danube, and occupied the Dobruddschia. It is quite possible that the Russian army may have suffered the severe defeat described, still with the facts of Reni having taken the trouble to telegraph in the first instance that the report came from Turkish sources and, later on, that no confirmation of it had been received, as well as the fact that the Russians must have crossed the river in the face of the victorious army within a few days of their disastrous repulse, we are afraid that this Turkish victory at least was mainly due to a vivid imagination. It is quite possible that the Turkish army was in the questionable position that an earlier telegram expressed a fear it would be

too late to prevent the crossing of the Danube, and possibly the Turkish iron-clads have had far more to do in the neighbourhood of Reni than the Turkish soldiers. The passage of the Danube, however, is not by any means a fatal blow to the Turkish cause. Doubts have, indeed, been expressed by well-informed authorities at Home if the Turks would even attempt to offer any serious opposition to that proceeding. The hopes of Turkey lie rather in the stone walls of her fortresses than the rapid waters of the Danube.

REUTERS' TELEGRAMS.

(Supplied to the "CHINA MAIL.")
(Via Southern Route.)

THE WAR.

LONDON, May 18, 1877.

PASSAGE OF THE DANUBE.
A Russian Division has crossed the Danube and entered the Dobruddschia.

THE BATTLE NEAR BATOUK.
Russian official despatches declare that their army suffered only a trifling loss near Batouk, while the Turks sustained enormous losses.

LOCAL AND GENERAL.
We learn that, upon a fairly reliable estimate, there is not more than one month's supply of rice at present in Canton city, and that consequently large consignments of foreign grain will no doubt be required before long. This state of things is not likely to be improved by the floods now existing.

YESTERDAY morning a fine specimen of the otter was caught alive, at Jardine's Slip, East Point, by the cook of the Tulloughmore, which vessel is now undergoing repairs there. There were two otters in company, and the one captured was stunned by a slight blow from a stick, while his companion escaped. The captured otter, which is now in the possession of Mr. Dickie, of the Sugar Refinery, has been furnished with temporary accommodation, in the shape of an old beer cask partly filled with water, and he is beginning to enjoy sundry small fish thrown to him as food. He is likely to turn out well, and may become a favourite and a pet about the Point.

In the Police Court to-day, the Chinese woman who was committed for trial on a charge of having acted as a go-between in the sale of a young girl, alleged to have been kidnapped, was sent by the two Magistrates to six months' hard labour, the case having been remitted back by the Attorney-General. - Chung Atai, a boatman in the employ of Messrs Lammert, Atkinson & Co., was caught by Mr. E. Farrel, an assistant in the firm, in the act of stealing one 2-lb. tin butter. He was sent to four months' hard labour and to be twice exposed in stocks for one hour each time, before the entrance to Messrs Lammert, Atkinson & Co.'s store, Praya. - Two Chinamen - the master of a Kowloon passage boat and a farmer - were fined \$5 and \$10 respectively for bringing into the Colony a diseased cow. The animal was detected by Insp. Grimes, to be suffering from disease, and Dr Ayres pronounced it to be suffering from the earliest stages of pneumonia. - The case of disputed ownership of a market stall, under the name of Choi Aping, was also disposed of by the discharge of both defendants, there being no satisfactory evidence to prove the identity of the one more than the other of his being Choi Aping. Mr Denny appeared for the second defendant.

FURTHER intelligence from Canton states that the flood has made its way into the interior of the City itself, especially in the Western Suburb, the most wealthy part of the City. The water in the 16th Ward was at first three or four inches deep, but had gradually risen to nearly three feet and spread further inward to the 11th Ward. In the 15th Ward the water was over four feet high on the 16th inst., while Po Wah Fong was deeper still. In Po Yin Fong the water was nearly five feet high, and at Wonghua all the streets were inundated to the height of about six feet. Throughout the western suburb every street is submerged. Many cataway children are daily picked up in tubs or water-basins floating down from the upper river, where great suffering must have occurred. Reports announce that a large number of people have perished and are perishing in those districts from the flood and its subsequent havoc. Relief must be sent at once to the poor sufferers, as thousands upon thousands are waiting for assistance. Such is the tenor of a letter we have received from a Chinese source, and we are glad that the Chinese in this Colony are already taking action to relieve the sufferers. We learn that they are to send by to-morrow's steamer a large quantity of biscuits and dates to the suffering districts. Altogether the accounts we have received are almost appalling, and we hope sincerely that the misery will not prove to be so great as that which followed the inundations at Foochow last year.

Bayona proceeding with the usual business of the Supreme Court to-day, the Hon. the

Attorney General moved the admission of Mr Ng Choy on the rolls of the Supreme Court to practise in the Courts of the Colony. He had filed the certificate of identity and two affidavits, one by himself, and the other by Mr Francis, as to his being the same person as described in the certificate of call. The learned Attorney General had much pleasure in moving for the admission of the first person of the applicant's race who had become an English barrister.

The Chief Justice then said: I have looked through the papers and am satisfied that they are correct. They are not absolutely necessary in the present motion as Mr Ng Choy is well-known here, and is so notorious - I mean the word in its good sense - and I have therefore much pleasure in admitting him on this motion. I am glad to see a Chinaman seeking to run in a race the most highly intellectual in the world. I am glad to see that a Chinaman who has been educated at St. Paul's College, and who for years acted as interpreter in the Police Court, has become a member of the English Bar. In England every office becomes open to talent without favour or affection. A distinguished American statesman has become and now is an ornament to the English Bar. All the Bar would gladly hail the time when a Chinaman shall distinguish himself as much as the eminent Counsel to whom I have referred. I have much pleasure (addressing Mr Ng Choy) in admitting you.

The Court then proceeded with the ordinary business.

BEFORE the Criminal Sessions were commenced to-day, Sheikh Abdoolah, the late watchman at Capt. Sands' Slip was called up to receive a reward from the Government for his bravery in the arrest of the man who was convicted at the last Sessions of robbing in company with others, his master's premises on the night of the 6th March last. It appears that since the affair he had been appointed a Policeman, and he appeared, therefore, to-day with his uniform on. His Lordship said, in addressing the recipient of the reward, he did not expect to see him in the uniform he was now wearing, but he was exceedingly glad to see him with it on, and he hoped that his example would be an encouragement to other watchmen to do their duty. The object his Lordship had to-day in bringing the watchman forward was to give publicity to the well-deserved reward which the man would receive for his bravery, and he hoped others would follow his example. His Lordship then addressed Sheikh Abdoolah as follows:-

Sheikh Abdoolah. - You have received from the Registrar a letter expressing in terms to which I can add nothing the high approval of His Excellency the Governor of your conduct at midnight on the night of the 6th March at Mr Sands' Dock. You were a watchman there and discovered one of a gang of thieves. You gave an alarm, you fought against superior numbers till you were struck down and dangerously wounded, and you were removed insensible to the Civil Hospital. You did not recover for 19 days. All this came out in evidence on the trial of one of the thieves at the last sessions. It was my duty to report the facts to His Excellency, and the result is the expression of His Excellency's high approval of your conduct, marked substantially by a gift of \$20. I hope that the lasting good character which you have thus obtained will avail you for life. I especially hope that this honor to you will cause emulation in the whole class of watchmen, and that they will feel that their conduct is not only watched but, when deserving, duly appreciated.

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, FRIDAY, 18th MAY, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- | | |
|--|---|
| Section. | Section. |
| 1. From Green Island to the Gas Works. | 5. From P. and O. Co.'s Office to Peddar's Wharf. |
| 2. From Gas Works to the Novelty Iron Works. | 6. From Peddar's Wharf to the Naval Yard. |
| 3. From Novelty Iron Works to the Harbour Master's Office. | 7. From Naval Yard to the Pier. |
| 4. From Harbour Master's to the P. and O. Co.'s Office. | 8. From Pier to East Point. |

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2 h	Breeze	Brit. str.	781	May 13	P. & O. S. N. Co.	Amoy	P. & O. Wharf
Albay	...	Lopez	Span. str.	480	May 10	Chinese	Amoy	Cos'tan Dock
Benarty	4 h	Potter	Brit. str.	1120	May 16	Gibb, Livingston & Co.	Australian Ports	22nd, noon
Brisbane	4 h	Ellis	Brit. str.	891	May 17	Gibb, Livingston & Co.	Hankow	
Carnegie	4 c	powart	Brit. str.	1120	May 8	Holliday, Wise & Co.	Singapore and Penang	Sands' Slip
Cheong Hock Kian	...	Webb	Brit. str.	956	May 10	Soon Cheong & Co.	Coast Ports	
Douglas	5 h	Pitman	Brit. str.	884	May 18	Douglas, Lapraik & Co.	Hankow	at daylight.
Glenlyon	5 c	Wallace	Brit. str.	1378	May 8	Jardine, Matheson & Co.		
Golden Horn	2 h	Alton	Brit. str.	1024	May 9	Wm. Pustan & Co.		
Hwai Yuen	4 h	Hutchinson	Chi. str.	762	May 17	C. M. S. N. Co.		
Kill-rooy	...	O'Neill	Brit. str.	660	May 6	Gibb, Livingston & Co.	Foochow	Cos'tan Dock
Macgregor	2 h	Newell	Brit. str.	2465	May 12	Gilman & Co.		
Malacca	5 c	Edmond	Brit. str.	1046	May 15	P. & O. S. N. Co.	Yokohama	Mails
Ningpo	...	Cass	Brit. str.	761	May 1	Siemssen & Co.	K'loong Dock	
Oceanic	3 h	Parsell	Brit. str.	3707	May 18	O. & O. S. S. Co.	Yokohama	Mails, 28th
Peredo	5 c	Cain	Brit. str.	652	May 14	Siemssen & Co.	Hoihow	To-day
Pe guin	3 c	Dowell	Brit. str.	1122	May 8	Jardine, Matheson & Co.		
Pernambuco	5 c	Hyde	Brit. str.	643	May 14	Siemssen & Co.	Salgon	To-morrow
Teviot	5 h	Nisbet	Brit. str.	1262	May 18	Melchers & Co.	Yokohama	22nd inst.
Thingvalla	3 h	vielsen	Dan. str.	1577	May 17	Landstain & Co.		
Yotung	2 h	.....	Brit. str.	324	June 9	Kwok Achong		Repairing
Zambesi	5 c	Symons	Brit. str.	2400	May 16	P. & O. S. N. Co.	Europe, &c.	Mails, 19th
Sailing Vessels								
Adela	4 c	Beattie	Brit. bge	354	May 8	Eduard Schellhaas & Co.		
Albert Russell	3 c	Carver	Amer. bge	762	April 13	Vogel, Hagedorn & Co.	New York	
Albington	4 c	Cunningham	Brit. bge	326	May 10	Wielar & Co.		
America	2 h	doldt	Ger. sh	1219	May 1	Siemssen & Co.	Oebu	
Anna	4 k	Lessen	Ger. bge	447	May 17	Wm. Pustan & Co.		
Auguste	4 k	Thomsen	Brit. 3m. sh.	210	May 17	Meyer & Co.		
Aurora	3 c	Milne	Brit. bge	295	May 3	Chinese		
Bon ta	4 c	teter	Ger. 3m. sh.	346	May 8	Eduard Schellhaas & Co.		
Canton	4 k	rantz	er. bge	373	May 9	Siemssen & Co.		
Carrieks	8 c	Car	Brit. bge	916	May 10	Meyer & Co.		
Cers	4 k	pecht	Ger. bge	440	May 6	Wm. Pustan & Co.		Wanchai Pier
Channel Queen	3 c	Laheur	Brit. sh.	609	May 6	Eduard Schellhaas & Co.	London	
Charité	2 h	Hervé	Feh. bge	255	May 2	Carlowitz & Co.	Touron	
Charlotte Andrews	4 c	lace	Brit. bge	356	May 1	Rozario & Co.		
Cheng Moon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Dutchland	4 c	Niemann	Ger. bge	269	May 6	Arnhold, Karberg & Co.		
Ellen Rickmers	4 c	Weydemann	Ger. bge	307	April 28	Melchers & Co.	New York	
Emma	3 c	ran	Ger. bge	340	May 2	Wm. Pustan & Co.		
Emeralda	4 c	Hansen	Ger. bge	787	May 10	Jrder		
Eudoxia Adolphine	4 c	Valot	Feh. bg	254	May 15	Carlowitz & Co.	Tientsin	
Eubius	2 h	tolze	Siam. sh.	635	April 28	Kin-tye-loong		
Fleetwing	3 c	Guest	Amer. sh.	829	May 7	Vogel, Hagedorn & Co.		
Gustav	3 c	Sorensen	Ger. bg	227	May 16	Eduard Schellhaas & Co.		
Gustav Adolph	4 k	vetmann	Ger. bge	300	May 14	Eduard Schellhaas & Co.	Tientsin	
Gustav & Marie	4 c	Doose	Ger. sh.	345	May 6	Arnhold, Karberg & Co.	Entphong	
Hannah & Mary	8 c	mith	Brit. bge	346	May 8	Arnhold, Karberg & Co.	London	
Hannah Law	...	Greig	Brit. sh.	1299	April 28	P. & O. S. N. Co.		K'loong Dock
Helena	8 c	now	Amer. bge	603	May 4	Arnhold, Karberg & Co.	Melbourne & Sydney	
Highlander	5 h	Hutchinson	Amer. sh.	1352	May 13	Captain		
Hydra	4 c	Dest	Ger. bge	785	Mar. 27	Siemssen & Co.	Callao	
Lalla Rookh	8 h	Houder	Brit. bge	814	April 20	Meyer & Co.	London	Wanchai Pier
Leucadia	8 h	Mearns	Brit. sh.	896	April 12	Meyer & Co.	London	Wanchai Pier
Loiterer	8 h	.....	Amer. sch.	45	Aug. 13	Insurance Cos.		
Louisa	4 h	Schierloh	Ger. 3m. sh.	245	May 9	Eduard Schellhaas & Co.		
Madura	8 c	stanton	Brit. bge	970	May 11	Messageries Maritimes		
Morning Star	2 c	Michaelsen	Siam. bge	570	May 9	Tack Mee		
New Kra	3 c	awyer	Brit. sh.	1060	April 25	Vogel, Hagedorn & Co.	New York	
Novelty	8 h	Colliver	Brit. bge	375	May 17	Rozario & Co.	Melbourne & Sydney	
Nyassa	8 c	Garriook	Brit. sh.	799	April 7	Wm. Pustan & Co.	London	
Onward	4 c	Morton	Brit. sch.	210	May 11	Wielar & Co.		
Presto	4 k	Laidman	Brit. bge	384	May 17	Master		
Rosetta McNeil	3 c	Brown	Amer. bge	611	Mar. 25	Vogel, Hagedorn & Co.	San Francisco	
Rosina	3 c	Hansen	Amer. 3m. sh.	406	Feb. 28	Arnhold, Karberg & Co.		
Teakbury L. Sweet	8 c	Griffid	Amer. bge	580	May 7	Meyer & Co.		
Thomas Lord	3 c	Hall	Amer. sh.	1318	April 12	Vogel, Hagedorn & Co.	New York	
Tullochgorum	...	ason	Brit. 3m. sh.	175	April 20	Wielar & Co.	Baiphong	Jardine's Slip
Vill de Rivadavia	4 c	Carmus	Span. bg	261	April 28	Brandao & Co.		
W. H. Deitz	4 c	Endicott	Amer. bge	487	April 19	Arnhold, Karberg & Co.	San Francisco	
Woodlark	8 c	Largie	Brit. sh.	869	May 7	Gibb, Livingston & Co.		
WHAMPOA								
Christian	...	Stehr	Ger. 3m. sh.	292	May 8	Eduard Schellhaas & Co.		
Vesta	...	Dirks	Ger. bge	302	May 8	Melchers & Co.	Tientsin	
CANTON								
Chinkiang	...	Orr	Brit. str.	789	May 16	Siemssen & Co.	Shanghai	
Bombay	...	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.	Yokohama	Mails

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charybdis	6 c	British	corvette	1506	...	.....	April 5	T. E. Smith
Curlew	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Fly	6 h	British	gun vessel	464	4	120	May 15	John Bruce
Hart	6 h	British	gun vessel	465	...	.....	May 6	H. N. Hood
Juno	6 c	British	corvette	900	...	.....	May 15	A. H. Boldero
Magpie	6 h	British	gun vessel	774	...	.....	May 2	Charles Vernon Anson
Marquez del Duero	K. D.	Spanish	gunboat	700	3	150	May 10	Barrajo
Meeanee	6 k	British	military hospital	2591	...	.....	.....	.....
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Nassau	7 h	British	surveying vessel	695	4	150	May 1	R. H. Napier
Patino	K. D.	Spanish	transport	1200	...	.....	Feb. 23	Rapello
Tamar	7 c	British	troop ship	4857	...	.....	May 5	W. H. Liddell
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	.....	.....	Commodore Watson
At Canton								
Ashuelot	...	American	corvette	1037	6	700	May 4	Geo. H. Perkins

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'pos Dock Co.
Fei Wan	.....	.....	H. C. & M. S.-boat Co.
Iohang	700	Martin	Butterfield and Swire
Kin Shan	497	Cary	H. C. & M. S.-boat Co.
Kiu Kiang	617	Benning, T.	H. C. & M. S.-boat Co.
Lintin	69	.....	Kwok Achong
Powan	1890	.....	H. C. & M. S.-boat Co.
Sada	37	.....	P. & O. S. N. Co.
Sir J. Jeejeebhoy	101	Hawkins	Kwok Achong
Spark	140	Royland	H. C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H. C. & M. S.-boat Co.
Yotsai	180	Browne	Kwok Achong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Gun.	H. P.	Commander.
An-lan	431	7	.....	J. Godsil
Chen-jul	23	1	.....	E. F. Collins
Ching-po	150	...	.....	Wan Lum Wan
Ching-sing	.....	...	.....	E. Choy
Chun-hai	230	6	.....	.....
Peng-chou-hai	600	5	400	.....
Quong-on	130	3	60	Li Pink Tye
Shen-chi	150	5	.....	H. Wade
Sui-tang	.....	...	.....	Stewart
Tehing-tsing	150	6	60	Bessard
Tien-po	150	6	.....	C. De Longueville
Wing-po	600	3	150	Dam Man Wo

FOOCHOW SHIPPING IN PORT. May 12, 1877.

*Douglas	for Hongkong
Glaucus	for Amoy
Glenearn	for London
Han Kwang	for Shanghai
Lady Bowen	for Shanghai
Ping-On	for Swatow
Swatow	for Swatow
Wm. Manson	British barque for Shanghai
Woolahra	for Shanghai

SHIPPING IN SHANGHAI HARBOUR. May 12, 1877.

Chintung	Chinese
----------	---------

MERCHANT STEAMERS.

Deucalion	for London
Dragon	British
Fusiyama	Chinese
Gwalior	British
Hankow (McQueen)	British
Hanyang	British
Honan	Chinese
Howsang	Chinese
Kiang-wae	Chinese
Kiangyung	Chinese
Meikong	French
Nanking	American
Shanghai	British
Tahyew	Chinese

* Since left port, or arrived at Hongkong.

MERCHANT STEAMERS.

Ta-yen-fung	American
*Zambesi	British
MERCHANT SAILING VESSELS.	
Cape Horn	German barque
Cutty Sark	British ship
Cynosure	British barque
Eaglet	British barque
Katie Flickinger	American barque
Kents Bank	British ship
Per Ardua	British barque
Spinaway	British barque
MEN-OF-WAR.	
Kestrel	H. M. gunboat
Monocacy	U. S. corvette
Palos	U. S. gunboat
Sobel	Russian gunboat

Hades & Co.'s Weekly Shipping Report,
Pagoda Anchorage, 12th May, 1877:—

Arrivals During the Week.—May 6, Conquest, from Wenchow; 6, Yesso, from Hongkong; 6, Glauca, from Shanghai; 6, Wm. Manson, from Newchwang; 6, Lady Bowen, from Shanghai; 8, Swatow, from Shanghai; 10, Ping On, from Wenchow; 11, Hm Kwang, from Shanghai; 12, Douglas, from Hongkong.

Departures During the Week.—May 6, Europe, for Shanghai; 6, Namoa, for Hongkong; 8, Foochow, for Swatow; 8, Conquest, for Wenchow; 9, Yesso, for Hongkong.

Shipping in Port.—Woolahra, Glenearn, Glauca, Wm. Manson, Lady Bowen, Swatow, Ping On, Hm Kwang, Douglas.

The Rangoon Daily News publishes the following telegrams:—

London, April 26.—Russian troops pouring into Roumania have arrived at Galatz. Russian regiment of Cossacks are marching on Kalafat, which Turkish troops occupied. Roumanian army has withdrawn to interior. Prince Nikita at head of Montenegrin army is marching towards frontier between Albania and Montenegro. Turkish troops are marching upon Nishkitch.

Constantinople, April 28.—Occupation of Kalafat by Turks denied. Turkish forces crossed Danube, it being rainy weather. Turkish fleet commenced bombarding Iotli. Russian troops occupied Afrala, Gurgovo, Navigation of Danube stopped. Daily Telegraph states Russia is threatening reprisals if Khedive helps Turkey. France dissuades Khedive. Interest creditors are assisting Porte.

SUPREME COURT.
IN CRIMINAL SESSIONS.
(Before Chief Justice Sir JOHN SMALBE.)
18th May, 1877.

BURGLEY, &c.
Regina v. Wong A-po.
Wong A-po was indicted on several counts for being concerned with others in a burglarious attack on the house of Chung Aam, at Sai-wan, Belcher's Bay, and stealing therefrom various articles of wearing apparel and other things, and also with wounding Sergeant Nicholas Perry while in the execution of his duty.

The prisoner pleaded that he had been asked by some persons to join in an expedition, whereby he could make some money, but he denied that he was concerned in the attack on the house, or being inside the house.

This was taken to be a verdict of not guilty.

The following Jury was empanelled:—Messrs D. Walsh, W. H. Edwards, E. L. Woodin, W. E. H. Dunn, C. F. Nunn, A. J. Da Silva e Souza and Charles Feibel.

The Hon. the Attorney-General, G. Phil-ippo, presented.

Before evidence was taken, his Lordship said he thought it right to say why the Court sat to-day, it being a mail day. The reason was that to-morrow was a general half-holiday, and Monday (Whit-Monday) was a Court holiday. Then Tuesday was the Summary Court day, when, as usual, there would be a large concourse of litigants in attendance; and the Queen's Birthday occurred during the next week, so that they must sit to-day, undesirable though it might be.

The case was then proceeded with, and the facts were briefly stated. On the night of the 20th April last an attack was made on the house of Chung Aam, a woman at Sai-wan, Belcher's Bay. A number of armed men broke into the house and stole one box containing \$32 and other things, besides some clothing and other articles belonging to one Cheong Koon Moey, a fellow resident in the house. An alarm was raised, and the Police at the West Point Station turned out. They saw a number of men making their escape over the hill with the booty. Sergeant Perry caught hold of the prisoner but was wounded in the hand.

Evidence was then called, but it was pretty nearly the same as that adduced before the lower Court. The prisoner was found guilty, but sentence was reserved.

The Sessions were then adjourned till to-morrow at 10 a.m.

Swatow.

Charters effected: German barque Hans, 7,500 piculs, Chefoo to Swatow, 20 cents per picul, 18 lay days; French barque Paul Marie, 7,800 piculs, Chefoo to Swatow, 17 cents per picul, 18 lay days.

Arrivals.—May 10, Douglas from Hongkong; 11, Yesso from Coast Ports, Yangtze from Newchwang; 12, Taiwan from Amoy, Sea Gull from wreck of Japan; 12, Namoa from Hongkong, Swatow from Foochow; 14, Chinkiang from Shanghai; 12, Norma from Hongkong.

Departures.—May 10, Douglas for Coast Ports, Norma for Hongkong, Carlbrook for Amoy; 11, Yesso for Hongkong, Foochow for Amoy, Vesta for Kelung; 12, Taiwan for Hongkong, Wm. Turner for Chefoo; 13, Hochung for Amoy; 14, Sea Gull for wreck of Japan, State of Louisiana for Singapore; 15, Namoa for Coast Ports, Chinkiang for Tientsin; 16, Paul Marie for Chefoo, Haida for Foochow, and Hans for Chefoo.

Vessels in Port.—Steamers: Yangtze, Chefoo, and Norma. Sailing: Carl Ludwig, Carmelita & Ida, Wega, Frohlich, Julie Reitz, and Capella. Man-of-war: H.L.M.S. Chento.

CORRESPONDENCE.

BISHOP RAIMONDI'S REPORT.
To the Editor of the "CHINA MAIL."

Sir,—In reply to your strictures in last night's paper on the Report recently published by Bishop Raimondi, may I be permitted to point out:—

1. That no one can have any very great difficulty in ascertaining from the Report taken as a whole, whether the children spoken of are boys or girls, and whether they are European or Chinese.

2. The printer's error in putting "per month" for "per year" leaves unaffected the disproportion between the expenses of a European-taught and a Chinese-taught school. It was to this, doubtless, the Bishop sought to call attention, and the reason seems very evident, although you profess not to be able to understand it.

You admit the fact that there is a great difference. Do you not recognise the force, therefore, of the Bishop's concluding sentence, "It is hardly equitable, therefore, to place Chinese schools and European

Schools on the same level," and cannot you not see at what he aims?

3. As to the alleged dislike of Priests to their work inspected, no such dislike exists. The Roman Catholic Schools are at all times open to the Government officials to come and see what is going on, but there are many and good reasons which have influenced the Managers of the R. C. Schools in Hongkong not to petition for the grant-in-aid. Not the least important is the insignificant amount of it, a defect recognized by the authorities already. One hundred and sixty-one dollars a year is a very small contribution towards the expenses of such a school as St. Saviour's, and not worth the trouble it entails.

Yours truly,
A CATHOLIC.

China.

(Herald, May 10th.)

Mr Pedder, late officiating British Consul at this port, left for Europe per S. S. Namoa on Sunday last.

Mr Hart, Inspector-General of Customs, is, we believe, expected here in a few days, on an official visit.

The S. S. Conquest, being the first trading vessel from Wenchow to this port, arrived here on the 6th instant, and returned to the same place on the 8th.

We hear that a tiger cub is to be seen in the Settlement. It was caught in the Ting Chow prefecture of this province, on the borders of Kiangsu, and presented by H. E. the Funtai to Messrs. Jardine, Matheson & Co.'s Compradore.

Ting Futai returned from Formosa yesterday, after an absence of several months. His Excellency is, we regret to learn, in bad health, and unable to transact official business, but it is hoped that a few days rest will set him up again.

The twentieth vessel built at the Mamoi Arsenal will, we are informed, be launched on Sunday morning next. Some interest is taken in this vessel from the fact of it being the first composite craft that has been constructed at the establishment in question.

It has, moreover, been greatly enhanced in value, in more than one sense; while we suppose that the original design, though presumably foreign, has been, as in the case of the corvette Yang Woo, greatly improved upon by the native constructors.

Sunday last deserves to be spoken of as a red letter day in local history. On that memorable day, the national ensign was once more hoisted on the Consular Flagstaff, to the great delight of every loyal Briton. We saw it in 1866 for a few months, and again for a brief period in the summer of last year; but alas! a gale of wind came in our midst and blew away the venerable piece of bunting. Though it has taken exactly 270 days to accomplish what is now recorded, it is satisfactory to know that no alarming expense has been incurred; and all sensible people will agree with us in thinking, assuming that the British Consular Flagstaff was erected for a specific purpose, that it looks better with a flag than without one.

Mr C. E. Porter, an American citizen, formerly a pilot at this port, was brought into town on last Sunday morning, a prisoner in the custody of Chinese soldiers, having been arrested by Chen, the chief of the Committee of Foreign Trade. We hear on good authority that Mr Porter entered into a contract some three or four months since with a company of native fish merchants to go outside Sharp Peak, on the Company's fishing grounds, to superintend the protection of their nets,—the Company having lost much property through the thievish propensities of neighboring lawless fishermen. It is asserted that some trumped-up charge made to the Chinese authorities in the interest of these piratical fishermen led to the arrest of Porter, together with some natives who were employed with him. Instead, however, of immediately handing over Mr Porter to the custody of the United States Consul they conveyed their prisoner through the Foreign Settlement to the Yamen of the Trade Committee, in the City; but in the meantime the United States Consul called upon the Committee to deliver Mr Porter to him—pending an inquiry into the case—and this was, we learn, promptly done.

Our northern advices report low prices in the Hankow Tea districts for first crop leaf. Rates are said to be from 15 to 25 per cent under last season's—and they certainly ought to be.

TIENTSIN.

5th May, 1877.

Accounts which have just been received from the two missionaries of the English Methodist Mission, who are in the Leasing districts, present a frightful account of the destitution of the region, a destitution now greater than before. Many of the people present the appearance of living mummies, and it is impossible for them much longer to protract the struggle for life. The District Magistrate of Lao-tung, who a few months since was abusing foreigners and bamboozling Christian converts, is now the best friend of the missionaries; he has provided a place for their residence in his city during the time of their distribution of relief, appoints half-a-dozen yamen-runners to assist them, invites them to his table, makes calls upon them four times the usual length, and expresses gratitude, apparently sincere, for the assistance of those whose almoners the missionaries are. Urgent appeals for help have come to Messrs. Hall and Hodge from the Presbyterian Mission at Chi-nan Fu, two of whose three missionaries are ill, and all of whom are overwhelmed by their mighty burdens. The vast numbers of dead bodies at the principal capital are buried in very shallow graves, and with the approach of summer heats a general pestilence is apprehended. A very large proportion of the population are predisposed to any epidemic, and there is reason to apprehend that the mortality will be beyond computation. No such general famine has been known in that region for half a century. The Government has done very little, and that little has been so abruptly cut off that it has only plunged the people into sudden gulfs of despair. About two months yet remain before the earliest crops can be available. All the worst cases of famine reported by the observers and labourers in central and southern Shantung,—the accuracy has been doubted by some whose captious scepticism has outrun their intelligence,—have appeared in the Lao-tung district, according to the painful recital of the two gentlemen already mentioned. There is no danger that too large sums will be placed at the disposal of the local committees. The cry is everywhere for more funds.

The general appearance of the crops is promising, and if the present emergency can be got over there is hope for the future. A number of invaluable and quite genial spring rains has fallen in this province and in Shantung. During one of them a fortnight or so since, several troops in a camp north-east of this city were killed by the explosion of an artillery wagon. The people at first supposed the catastrophe was due to a clap of thunder, and numbers of people went to view the scattered remains. The river is crowded with grain junks, and passage up and down is much obstructed.—Shanghai Courier.

The Straits.

(Singapore Daily Times.)

We learn with great regret that the lightning flash which struck Mr E. M. Smith's residence on Monday last, was more serious in its effects to Mrs. Smith than was at first imagined. Mrs. Smith was struck down insensible by the flash and remained so for some time but recovered under Dr. Robertson's care, and was believed to have suffered no injury beyond a shock to the system. Yesterday morning, however, Mrs. Smith relapsed into insensibility, and symptoms of paralysis supervened in the lower limbs. In the course of the afternoon Mrs. Smith recovered her senses, but was unable to move from bed. To-day, we are glad to say, Dr. Robertson reports that the symptoms are more favourable.

NEWS BY THE AMERICAN MAIL.

THE EASTERN QUESTION.

Vienna, April 16.—It is feared Austria will not be able long to remain a spectator to the difficulties. She is preparing to assume an attitude of defensive neutrality. The influence of the Russian Slav Committee extends almost to Austria's frontier, and Austrian statesmen, who consider its vicinity a permanent peril, are determined to check its progress, and are taking steps to annihilate its effects on the Slav population.

London, April 16.—The Daily News St. Petersburg correspondent says: The war feeling is intense. There never was such a popular war as this will be. There is no brag or bluster, but a quiet resolution is depicted on every man's face, and is manifest in everybody's language.

London, April 17.—The Times Vienna special says: There are grounds for believing that an idea exists of making the eighth article of the Treaty of Paris the starting point for fresh negotiations. The idea is now taken up by England, and brought forward at St. Petersburg; but it seems as if the era of negotiation is there regarded as closed. Sanguine people may still derive some hope from this—uncompromising attitude, so ostentatiously displayed, but Russia has all along shown her unvarying purpose to set aside, or at any rate to ignore the very existence of the Treaty of Paris. Still she will not care to raise a discussion on the point as to how far its stipulations may be deemed valid, knowing that such discussion might perhaps bring her in opposition with one or more of the other Powers besides Turkey.

Intelligence of the movement of the Russians is confirmed on many sides. It is believed in well-informed circles that not much time will be lost in crossing into Roumania. Such a movement may be made simultaneously with or perhaps before the regular declaration of war. That movement would have the character of a menace. This would be following the precedent of 1859. The Turks may not be proposed to allow such occupation to pass over in silence, for trustworthy information indicates that they mean to consider the crossing of the Pruth a declaration of war, and intend crossing at the same time into Roumania at Kalafat, Nikopol and Oltenitza, and between Tuitsova and Herghova. Roumania is preparing to resist, by mobilizing her whole army.

Paris, April 17.—Layard, who passed through this city, Saturday is going to Constantinople with the idea of keeping the Government as correctly informed as possible of military and political affairs about to occur; also as to the disposition the Porte manifests during the earliest phases of the struggle, in order to seize, if possible, the moment when in consequence of military events it will become possible to exert a mediatory influence.

Orsova, April 18.—Roumanian troops are concentrating in Little Wallachia, the great portion being dispatched to Kalafat.

Bucharest, April 18.—Prince Charles will start for Kalafat early next week. The Prince is not expected to go to Kescheneff to pay the complimentary visit to the Car made when the Car is near the Roumanian frontier, but will send an aide-camp and the Minister of Foreign Affairs to represent him.

Paris, April 19.—The military attaché of the Russian Embassy and all Russians belonging to the Imperial army have received an order to join their respective corps immediately.

A majority of the Republican Deputies have resolved immediately after the re-assembling of the Chamber to question the Minister of Foreign Affairs relative to the proper policy for France to follow in the present crisis. The object is to afford the Government an opportunity of declaring formally the firm determination of France to observe a most rigorous neutrality on the Eastern question. The Rapport states that the Government is desirous of making such declarations, and will at the same time assure the Chamber of the good relations existing between France and Italy.

Constantinople, April 18.—The Russian Steamboat Company have announced the suspension of their service. The last boat at Odessa sails Friday.

London, April 19.—A special from Paris announces that the Russian Chancery will be closed Wednesday. Future business will be conducted at the German Embassy.

Berlin, April 18.—The National Zeitung learns that the Car will not travel through Moscow going to Kescheneff, which occasions considerable surprise in Russia. It is stated, however, that the Car will make a short stay at Kescheneff, will visit Moscow on returning, and issue his war manifesto there.

London, April 19.—Russia is negotiating an alliance with Persia, and the Shah is offering 50,000 men to join the army in Anatolia. Hostilities have commenced around Nicia. Abdul Kerim has arrived at Ellendia. The troops are very enthusiastic.

London, April 18.—There was an explosion and inundation at Troodysyllen solitary at Peaty Fridd, Wales, Wednesday.

day, April 11th, which imprisoned nine men behind a column of coal forty yards thick. Continuous operations for their rescue resulted in opening communication with them to-day. Five were found alive, and four had wandered to other parts of the mine, and it is believed have perished.

Liverpool, April 19.—The Courier says the statement of the failure of Glasgow, Walker & Co., merchants, is untrue.

Perth, April 18.—A communication published by the official papers declares that Austro-Hungary will only remain neutral so long as its interests in the East are not menaced.

Rome, April 19.—Deputes, President of the Council and Minister of Finance, told the Financial Committee of the Chamber of Deputies, that Ministers foresaw the present phase of the Eastern question when the Budget was submitted to Parliament. He hoped war would be localized. It would only be in the event of the Russian army marching upon Constantinople that the situation might threaten to assume a grave character, and more extended complications ensue. The Government therefore did not propose to modify its financial plans. Deputes recommended that the Committee however examine the Budget with the greatest care, in order that in all contingencies there might be a means of meeting unforeseen expenses or diminution of receipts.

London, April 20.—A Berlin correspondent of the Daily News reports that Austria is preparing ninety thousand men who can be mobilized in a few days.

The News correspondent at Vienna states that negotiations are still going on with a view to effect an understanding between the Porte and Russia. One account says the Porte will send a special envoy to the Car at Kescheneff.

The Car will leave the army at the Pruth, Grand Duke Nicholas goes with it to the Danube.

A Vienna correspondent reports that a faint hope of peace is still raised by the efforts of the Powers to induce the Sultan to send delegates to meet the Car at Kescheneff to treat of the question of disarmament. Possibly this is the reason that the Car has decided not to issue his proclamation before he returns to St. Petersburg. This will leave ten or twelve days for diplomatic negotiations existing between England and Russia.

London, April 20.—A dispatch from St. Petersburg, announces that Lord Loftus, the English Ambassador, is on the point of leaving for home. This indicates that there is no change in the satisfactory relations existing between England and Russia.

MISCELLANEOUS.

New York, April 18.—The World's London correspondent says: In compliance with your request I saw to-day all the leading bankers in London, and several of the most prominent English bankers who deal in American commerce. The opinion is universal among them that the ultimate effect of the Eastern complications must be favorable to American securities. At present everything is down in the markets, and the Germans are now selling American securities here; but two of the very first authorities in the financial world here express to me their absolute confidence that present prices will be of very brief duration, and that the money current will once more turn decisively toward America. A time these gentlemen expect lower prices, but the war must soon compel more thoughtful consideration of the whole field of finance, and this must lead inevitably to increased investments in American securities.

New York, April 18.—The steamships Henry Canney, Montana and Arizona have been sold by the Pacific Mail Steamship Company, the first, which is in this port, for \$19,000, and others, in San Francisco, for \$15,000. They were built in 1865. They cost a large sum, and only four years ago were estimated to be worth \$440,000.

New York, April 12.—The World's Washington special says: An effort is about to be made by the Japanese Government to negotiate for a Commercial treaty with the United States for the purpose of securing a higher rate of duty and more revenue on importations from the United States to Japan. Under the old treaty the duty averaged about 5 per cent. In return Japan proposes to open all her ports to commerce with the United States. Heretofore, in the discussion, the question of our commercial relations it has been the policy of this Government to co-operate to some extent with other nations for the purpose of maintaining equal advantage in the way of exports. If the rates at which the latter admitted goods from this country were greater than those levied on importations from other countries there would of course be an unjust discrimination against the United States. It is claimed, however, that the opening of all the ports of Japan to the United States would do more than compensate for any loss from increase of duties. It is also said our importations from Japan are now subject to excessive tariff rates. It is evident the Japanese Government is desirous of raising more revenue from customs, and it is not improbable it contemplates a revision of her treaties with other nations as well as the United States.

COMMERCIAL.

May 18, 1877.

A pretty good business has been done in old Bengal Drug during the past fortnight. The rate for Patna has ruled pretty steadily, and notwithstanding the more favorable rate of exchange to remitters, the holders of the drug have not evinced any eagerness to realize. The rate for Benares advanced upon the arrival of the direct steamer, owing to the small supply received at the port continuing in enquiry at the Coast. The present rates are \$57 1/2 for Patna and \$56 1/2 for Benares.

But a small quantity of new drug has come forward, and its high cost appears not to have encouraged the native dealers to operate. The first sales of Patna have been made at as high as \$61 1/2, but from this point the rate gradually declined to the present quotation of \$50 1/2. The opening rate for Benares has been \$57 1/2, declining to \$56 1/2, at which the drug is quoted to-day. The business in both kinds has been more of an experimental nature.

The receipts for the month, so far, show a total of 2,869 chests, against 2,718 chests to the corresponding date last year. During the fortnight some 1,100 chests have been taken by the local consumers, against 900 chests at the corresponding fortnight last year. This, with the exportations, leaves the available supply computed at 2,600 chests, against 2,500 chests same time last year. Of this last quantity 400 chests were Benares, of which kind the present stock comprises 350 chests.

Messrs HEINEMANN & Co.'s Freight Circular, for the Mail of Saturday, 19th May, says:—

Since the issue of last Circular a fair demand has existed for tonnage, and a moderate amount of business has been transacted both homeward and coastwise, freights remaining unchanged.

Homeward, vessels have been in request to load at the Coast ports and in the Philippines, but demand from this port has fallen off considerably for the present. From this to London the rate is nominally unchanged at \$2.15 per ton for Sugar, and from Coast Ports \$3 to \$3.25 per ton. From the Philippines enquiry at the moment is slack, but rates may be quoted from Manila to United Kingdom \$3.50 per ton for full cargoes of Sugar, and \$1.15 per ton (gold) to New York.

Coastwise, there has been a good demand for small carriers to load for Coochin-China, but very little has been done for the Rice Ports, though during the past day or two an improvement is noticeable in steamer rates from Saigon. For Bangkok there is nothing doing for steamers, the rate for sailing vessels being 27 1/2 to 32 1/2 cents per picul. For the Northern Ports it is difficult to obtain charters, and there have been no settlements yet from Foochow for Australia.

The disengaged tonnage in port amounts to 17 vessels, registering 9,362 tons.

The following are the settlements:—

British bark Hannah and Mary, 368, hence to London, Private.

British ship Channel Queen, 608, Amoy to London or to Channel for orders to discharge in a Port in the United Kingdom, Private.

British ship Woodlark, 869, Swatow to London or to Channel for orders to discharge in a Port in the United Kingdom, or on the Continent, Private.

British steamer Bertha, 1421, Manila to London, or Liverpool, Private.

German bark Esmeralda, 788, Manila to Cebu to London or Liverpool, or to New York or Boston, Private.

American bark Tewkesbury L. Sweat, 550, Manila or Cebu to New York or Boston, Private.

British bark Novelty, 375, hence to Melbourne and Sydney, Private.

French bark Helena, 608, hence to Melbourne and Sydney, Private.

German bark Vesta, 302, Wampoa to Tientsin and back to Hongkong via Newchwang, 67 1/2 cents per picul, 35 lay days.

German bark Deutschland, 269, Newchwang to Hongkong, 30 cents per picul, 14 lay days.

German sch Irene, 267, Newchwang to Hongkong, 30 cents per picul, 17 lay days.

German bark Jan Peter, 336, hence to Quinhon and back, \$2,100 in full, 20 lay days.

German bark Piccola, 238, hence to Quinhon and back, \$1,450 in full, 20 lay days.

British bark Charlotte Andrews, 358, hence to Quinhon and back, \$2,160 in full, 30 lay days.

German schooner Bonita, 341, hence to Haiphong and back, \$2,100 in full, 35 lay days.

German bark Gustav & Marie, 354, hence to Haiphong and back, \$2,100 in full, 30 lay days.

Tonkin and Bangkok to Hongkong, \$2,800 in full, 30 lay days.

French bark St. Joseph, 269, hence to Bangkok and back, \$2,550 in full, 30 lay days.

British bark Glamorganshire, 456, Bangkok to Hongkong, (inside the Bar), 36 cents per picul, 30 lay days; (outside the Bar) 30 cents per picul, 30 lay days.

French bark Auguste, 884, Bangkok to Hongkong, 20 cents per picul, 36 lay days.

British steamer Flintshire, 1243, Saigon to Hongkong, 20 1/2 cents per picul, 10 lay days.

British steamer Golden Horn, 1023, Saigon to Hongkong, 21 cents per picul, 8 lay days.

Danish steamer Thingvalle, 1577, Saigon to Hongkong, 21 cents per picul, 10 lay days.

British steamer Pernambuco, 643, Saigon to Hongkong, 22 cents per picul, 8 lay days.

British steamer Yangtze, 178, Saigon to Hongkong, 23 1/2 cents per picul, 8 lay days.

German steamer Feronia, 1,080, hence to Saigon and back, 25 cents per picul, 10 lay days.

British steamer State of Louisiana, 1,216, Swatow to Singapore (Passengers), \$7,000 in full, 12 lay days; and Saigon to Hongkong, 20 cents per picul, 12 lay days.

British steamer Killarney, 1,060, hence to Swatow, Amoy and Foochow, Private.

British steamer Venice, 1271, monthly charter, 3 months, \$8,400 per month.

Messrs DEACON & Co.'s Canton Market Report, dated Canton, 17th May, says:—

We have had an active market in Tea during the past fortnight, the chief attention having been paid to the New Season's Scented Teas.

Congolia.—A more moderate business has been transacted, but no decline in prices has taken place; settlements have been chiefly confined to medium grades. From Macao heavy shipments are reported, and they comprise a good many teas of very common quality.

Scented Teas.—Since the first shipments were made upon Ulysses on the 8th instant, an active enquiry has existed for Scented Capers, and a very large business has resulted at full prices; we quote fair to medium Tls. 20 a 25, good medium to fine Tls. 28 a 29, finest and choice Tls. 30 a 34 per picul. Scented Orange Pekoe has also been in good demand; "new make" kinds have attracted most attention, the quality of "long leaf" teas offering little inducement for operations at the prices asked by teamen. Of the settlements given below more than one half consists of "new make" kinds; these have been taken at Tls. 10 a 21 for fair, and at Tls. 26 a 38 for medium to finest; prices for "long leaf" sorts have ruled from Tls. 28 a 30 per picul.

Prices as compared with those ruling at the opening of last year are quite a deal higher for all medium grades of Capers, while for fine and finest teas rates are decidedly lower. Pekoes have also opened at higher prices; "long leaf" and medium descriptions of "new make" being one tea, and common and fair "new make" Tls. 12 a 2 per picul dearer than last season.

The remarks made in our last report regarding the quality of the crop have been fully borne out by a further acquaintance with the teas. Musters put forward of late show no improvement upon those heretofore, and prove that the crop of Capers is certainly inferior to that of last year both in leaf and liquor. Scented Orange Pekoes must also be considered not so good as the previous season, the leaf after infusion being very insipid and much less.

The following is a summary of the fortnight's business:—

Congou, 5,400 boxes, at Tls. 22 a 32 per picul. Scented Capers, 62,000 boxes, at Tls. 20 a 34 per picul. Scented Orange Pekoe, 10,100 boxes, at Tls. 19 a 35 per picul.

Export of the various descriptions of Teas shipped from Canton Waters, (Hongkong, Canton and Macao) to Great Britain, to date:—April 28, S.S. Inverclyde, Congou 166,263 lbs.; May 12, S.S. Ulysses, Congou 368,954 lbs.; S. Capers 99,579 lbs.; S. O. Pekoe 18,805 lbs., total 487,833 lbs.; Making, with previous shipments, a total for the season of 1,065,257 lbs.; against 2,461,812 for season 1876-77.

SILK.—Previous expectations of an abundant and satisfactory "first crop" cannot now be entertained, as the continual downfall of rain has done more damage than was anticipated. Judging from the few "hank samples" shown on the market, the thread is less fine, and color less dingy than was at first expected, but it is yet early to give a definite opinion of the crop. Native accounts are still conflicting regarding quality, but they fairly agree as to the probable yield, viz. 1,000 to 1,200 bales. For Bombay, a small contract of Long-reels is reported at \$385 per picul, and some portion of it may perhaps be made ready for this outgoing steamer. Chilmamen wish to contract at a parity of \$380 per picul for No. 4 Tassels, but no doubt some considerable reduction would be needed if a firm offer was made.

In Re-reels, there is no business doing. The stock of old season's staple is computed at 150 bales Tassels, and 103 bales inferior sorts.

EXPORT FOR SEASONS, TO DATE.

1876-77. 1875-76.

For Europe, 15,928 bales, 12,910 bls. United States, 15,928 bales, 12,910 bls. &c., Re-reels, 6910 boxes, 5900 boxes. Bombay, 1591 piculs, 5040 piculs. Waste, 4026 bls, 6303 bales. Cocoons, 2147 bls, 874 bales.

DRUGS AND SPICES.—Cassia lignea, is quoted at, for New Season's, \$10.20 a 10.35 in mats; \$10.50 a 10.65 in boxes, for Old Season's \$10.45 a 10.60 in mats, \$10.75 a 10.80 in boxes. Sales of "New Season's" 709 piculs. Stock 2,000 piculs. Sales of "Old Season's" nil. Stock 7,000 piculs. Cassia buds, Stock exhausted. Star Aniseed, \$26 a \$27. Rhubarb, No. 2, \$55 a \$60. Alum, \$1.55 a \$1.80 per picul. Camphor, \$17 a \$17.50 per picul, packed.

SUNDRIES.—Firecrackers \$3 a 77 cents per box. Vermilion, \$83 a \$84 per box. Matting, Manilla's Fine contract, White 4/4, 10 1/2 cents, 5/4, 12 1/2 cents, 6/4, 15 cents per yard; Red 4/4, 11 1/2 cents, 5/4, 18 1/2 cents, 6/4, 16 cents, Double Extra Imperial, white 4/4, 13 1/2 cents, 5/4, 16 cents, 6/4, 19 cents, Red Check, 4/4, 16 cents, 5/4, 17 1/2 cents, 6/4, 20 1/2 cents per yard. Cargo Ginger, new, in syrup (Chyloong) \$3.50 per box of 6 jars, Mandarin, \$4.10, Young Stem, \$5.70.

IMPORTS.

